

The Hongkong Telegraph.

No. 81.

FRIDAY, APRIL 28, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)Tls. 420,000.00
PERMANENT RESERVETls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 285,936.17

TOTAL CAPITAL AND
ACCUMULATIONS, and
April, 1881.Tls. 938,936.17

DIRECTORS.
H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq. Wm. MEYERINK, Esq.
A. J. M. INVERARITY, Esq. G. H. WHEELER, Esq.

HEAD OFFICE—SINGAPORE.
Messrs. RUSSELL & Co., secretaries.
LONDON BRANCH.
Messrs. BARKING BROTHERS & Co.
Bankers.

RICHARD BLACKWELL, Esq., Agent.
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 per cent. for interest on shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.
Hongkong, 28th April, 1882. [53]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE TRANSPORTS. SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED15,000,000 Francs.
CAPITAL PAID-UP3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [4]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [6]

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [3]

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL £2,500,000; PAID-UP£200,000.
PAID-UP RESERVE FUND£50,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [165]

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).
UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [164]

To be Let.

TO LET.

THE SIX FOUR-STORYED SUBSTANTIAL DWELLING HOUSES now in course of erection at the bottom of Old Bailey-street in Hollywood Road, on the site of the Premises formerly occupied by Messrs. T. ALGAR & Co., House Agents, &c.

These Desirable Premises will be completed in about four months, and the Undersigned is prepared to make any changes or alterations in the construction or internal arrangements of the building to suit tenants desirous of taking one or all of the Houses on lease.

These Houses will be found specially adapted for Parsee Merchants, being situated in the centre of the Parsee district of the city, and having commodious and suitable Godowns underneath for the storage of Opium and other Merchandise.

For Full Particulars, apply to
FRED. RICKARDS,
United Club, Staunton-street.
(Opposite Union Church).
Hongkong, 15th April, 1882. [243]

TO LET.

OFFICES in No. 13, QUEEN'S ROAD CENTRAL, ALSO,
No. 4, SEYMOUR TERRACE,
No. 9, SEYMOUR TERRACE.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 25th March, 1882. [74]

TO LET.

TWO GODOWNS
now occupied by the
HONGKONG DISPENSARY.

Possession from 1st May.

Apply to
ROSE & Co.,
Queen's Road.
Hongkong, 21st April, 1882. [266]

Auctions.

PUBLIC AUCTION OF OFFICE AND HOUSEHOLD FURNITURE.

THE Undersigned has received instructions to sell by Public Auction,
TO-MORROW,
the 29th instant, at TWO P.M., at No. 15A, Gage-street,—
THE WHOLE OF THE
OFFICE AND HOUSEHOLD FURNITURE
The property of a Gentleman who is leaving the Colony.

TERMS OF SALE.—Cash on Delivery.
J. M. GUEDES,
Auctioneer.
Hongkong, 25th April, 1882. [277]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
MONDAY,
the 1st day of May, 1882, at THREE O'CLOCK P.M., on the Premises,
No. 8, WELLINGTON-STREET,
ALL that PIECE or PARCEL of GROUND situate at Victoria, Hongkong, measuring North of Wellington-street 18 feet 3 inches; on the East by d'Aguilar-street measuring thereon 49 feet 10 inches; on the South of Inland Lot 136, measuring 18 feet 5 inches; on the West by Overbeck's portion, Inland Lot 136, measuring 49 feet 10 inches; which PIECE or PARCEL of LAND is registered in the Land Office as section A of Inland Lot 136.

THE SHOP No. 8, WELLINGTON-STREET is at the corners of Wellington and d'Aguilar streets.

For Further Particulars, and Conditions of Sale, apply to
J. M. GUEDES,
Auctioneer.
No. 33, Wellington-street.
Hongkong, 15th April, 1882. [242]

PUBLIC AUCTION OF VALUABLE PROPERTY.

THE Undersigned has received instructions from the MORTGAGEE to sell by Public Auction, on
WEDNESDAY,
the 3rd May, 1882, at 3 P.M., on the Premises,
THE "Three Substantially Built CHINESE SHOPS," in Queen's Road West, Nos. 42, 44, and 46, Registered in the LAND OFFICE as section A of INLAND LOT 363, and section B of INLAND LOT 366, Victoria, Hongkong.

For Further Particulars and Conditions of Sale, Apply to
J. M. GUEDES,
Auctioneer.
33, Wellington-street, Hongkong.
Hongkong, 20th April, 1882. [258]

PUBLIC AUCTION.

A VALUABLE LEASEHOLD PROPERTY, lying between Bonham-strand and Wing Lok-street, will be offered for sale by Public Auction, under instructions from the MORTGAGEE, IN ONE LOT.

By Mr. J. M. GUEDES, Auctioneer, on THURSDAY,
the 4th day of May, 1882, at THREE P.M., at the Premises, comprising—
THOSE several PIECES or PARCELS of GROUND situate at Victoria, Hongkong, known and Registered in the LAND OFFICE as the Remaining Portion of section A of MARINE LOT No. 1, section E of MARINE LOT No. 4, section F of MARINE LOT No. 4, and sub-section One of section A of MARINE LOT No. 4A.

To view a plan of the Premises, and for Further Particulars and Conditions of Sale, Apply to
BREERETON & WOTTON,
solicitors for the Mortgagee,
to
THE AUCTIONEER.
Hongkong, 21st April, 1882. [265]

PUBLIC AUCTION.

OF VALUABLE PROPERTY IN BONHAM-STRAND AND JERVOIS-STREET.

THE Undersigned will sell by Public Auction, on
MONDAY,
the 8th day of May, 1882, at TWO P.M., on the spot (shop No. 103 Jervois-street).
Under instructions received from the MORTGAGEE:

FIRST LOT.
ALL that PIECE or PARCEL of GROUND, situate in Victoria, Hongkong; the North side in Bonham-strand measuring 15 feet 6 in.; on the South side thereof in Jervois-street measuring 14 feet 9 in.; the East side thereof on a close registered in the LAND OFFICE as INLAND LOT 859, measuring 172 feet; and on the West partly on a close registered in the LAND OFFICE as INLAND LOT 862, measuring 57 feet 9 in. and one hundred and eight feet and 6 in.; which said Piece or Parcel of GROUND contains, in the whole 257 square feet.

Together with the SHOP No. 105 Jervois-street and SHOP No. 79 Bonham-strand. Yearly Crown Rent \$45.08.

SECOND LOT.
ALL that PIECE or PARCEL of GROUND abutting on the North side on Bonham Strand measuring 13 feet 2 in.; on the South side thereof on Jervois-street measuring 12 feet 9 in.; on the East side on a close registered in the LAND OFFICE as INLAND LOT 857, measuring 178 feet; and on the West side on a close registered in the LAND OFFICE as INLAND LOT 859, measuring 172 feet; which said PIECE or PARCEL of GROUND contains, in the whole 2,268 square feet.

Registered in the LAND OFFICE as INLAND LOT 858, together with the SHOP No. 103 Jervois-street, and SHOP No. 79 Bonham-strand.

Yearly Crown Rent \$39.09.

TERMS OF SALE.—Purchaser shall pay at once 20 per cent. in part-payment of the Purchase-money; the remainder on completion of the Purchase, and Execution of the Deed of Transfer, which shall be prepared by a Solicitor at the Purchaser's expense.

J. M. GUEDES,
Auctioneer.
Hongkong, 17th April, 1882. [246]

Intimations.

KELLY & WALSH'S COLLECTION OF VOCAL AND INSTRUMENTAL MUSIC.

GEMS OF ENGLISH SING.—Comprising 81 of the best Modern songs\$3.00.
GEMS OF WALTZMUSIC.—26 Waltzes including his most popular compositions\$3.00.
do. do. strongly bound cloth\$4.50.
SOCIAL HOURS.—62 New Violin and Piano duets\$3.00.
GEMS OF STRAUSS.—63 Waltzes, 11 Polkas, 6 Mazurkas, 6 Quadrilles 2 Galops by Strauss\$3.00.
GEMS OF THE DANCE.—Companion Volume, Waltzes, &c., by Gungl, Lamothe, Mack, Strauss, &c.\$3.00.
SONGS OF ENGLAND, 2 VOLS.—200 standard English songs, the best productions of 3 centuries \$2; or in separate volumes for\$1.00.
MENDELSSOHN'S SONGS WITHOUT WORDS.—Handsomely bound\$2.00.
BOOSEY'S MUSICAL CABINET.—A complete collection of this popular series, per number40 cents.
CAVENDISH MUSIC BOOKS.—Each number contains 32 pages, full music size, containing Collections of songs, Dances and Pianoforte pieces40 cents.

KELLY & WALSH receive by each French Mail, the latest Novelties in songs and Dance Music, and their present collection is extensive and well selected.

KELLY & WALSH—HONGKONG.

SAYLE & CO.'S SHOW ROOMS.

SAYLE & CO.

ARE NOW SHOWING NEW SPRING AND SUMMER GOODS.

EX "FLEURS CASTLE." A splendid assortment of French and English Pompadour Prints and Satens. New Patterns in French Percales. Specialties in Damasses and Black Grenadines.

Nun's Beiges and Veilings. Silk, Lisle Thread, & Cotton Hosiery in all sizes. Irish Linens and Diapers. New Millinery. A choice selection of Flowers. Sewing Machine by the leading manufacturers.

N.B.—A few REMNANTS and TOYS left over from the Sale still on offer at greatly REDUCED PRICES.

VICTORIA EXCHANGE, HONGKONG.

ECA DA SILVA & CO.

HAVE JUST LANDED.

EX FRENCH MAIL STEAMER "SAGHALIEN."

A GREAT VARIETY AND FINE ASSORTMENT OF SUMMER GOODS, COMPRISING—

Ladies Richly Trimmed Pongee Silk Costumes, Satin, Linen, and Cambric Costumes, Ready-made Dresses, Lace and Silk Fichus, Cravats, Dressing Gowns, Fine Silk Hose, &c., &c., &c.

Ladies Elegantly Trimmed Parisian Straw Hats and Bonnets, Children's and Babies' Hats and Caps, in Great Variety.

Gentlemen's Parisian Straw and Panama Hats, French Felt Hats, Light Summer Tweed in Pieces for Pants, White and Coloured Linen Drill, Pieces of Touch Cord for Vests, Canvas Shoes, Silk Umbrellas, &c., &c.

Oriza's and Pinaud's Perfumery in Great Variety, Elegant 3 Sides French Mirrors, Vienna Cigar and Cigarette Cases, Visiting Card Cases, Portmonnaies, Albums, Needle Cases, Needles, Ladies Work Boxes.

ECA DA SILVA & CO.,
48, QUEEN'S ROAD CENTRAL.
Hongkong, April 3rd, 1882. [9]

Auctions.

SALE BY PUBLIC AUCTION OF VALUABLE PROPERTIES IN BONHAM STRAND & WING-LOK STREET. SOLD BY ORDER OF THE MORTGAGEE.

THE Undersigned Auctioneer will sell in FOUR SEPARATE LOTS by Public Auction, on
FRIDAY,
the 5th May, 1882, at THREE P.M., on the Premises, comprising the following
HOUSES and the GROUND on which they stand—

1ST LOT.—No. 79, Bonham Strand, and 69, Wing Lok street, being MARINE LOT No. 135.

2ND LOT.—No. 77, Bonham Strand, and 67, Wing Lok street, being MARINE LOT No. 172.

3RD LOT.—No. 87, Bonham Strand, and No. 77, Wing Lok street, being MARINE LOT No. 143.

4TH LOT.—No. 51, Bonham Strand West, and 173, Wing Lok street, being the first extension of section A of MARINE LOT No. 83.

For Further Particulars, and Conditions of sale, Apply to
SHARP, TOLLER, & JOHNSON,
supreme Court House,
solicitors for the Mortgagee,
or to
J. M. GUEDES,
Auctioneer,
33, Wellington-street.
Hongkong, 26th April, 1882. [281]

HEUERMAN N. HERBST & CO.

SOLE Agents of J. M. NAUTA'S CIGAR AND CIGARETTE MANUFACTORY.

"PENANG."

OFFER NOW FOR SALE:

LITTLE ANGELS In Boxes Each 100.
MALATTE " do. " 100.
MOOTOO MAH " do. " 100.
DAYAKS TRADUCOS " do. " 100.
BATAK TRADUCOS " do. " 250.

Hongkong, 26th April, 1882. [282]

NOTICE.

FROM This Date the Undersigned will not be Responsible for any Debts Contracted by his Wife, MARIA JOSE PEREIRA, as she left his house on the 2nd instant.

(Signed) FRANCISCO P. PEREIRA.
Hongkong, 25th April, 1882. [275]

NOTICE.

BOOK-BINDING AND RULING IN ALL THE BRANCHES EXECUTED AT VERY LOW RATES AT THE
"HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern. Music bound in Elegant style with Best Materials.
"TELEGRAPH" OFFICE, HONGKONG.

Intimations.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of OLIVER CALVERT, Deceased.

NOTICE is hereby given that in accordance with provisions of Ordinance No. 9 of 1870 section 3, an Order has been made by the Honourable GEORGE PHILIPPO Chief Justice of the said Court limiting the time for "CREDITORS" and others to send in their Claims against the above Estate to FRIDAY the 12th day of May 1882 on or before which date all Claims must be proved otherwise they will not be included in the scheme of Division.

All Persons indebted to the said Estate are requested to make immediate payment to
EDWARD J. ACKROYD,
Official Administrator.

Hongkong, 13th April, 1882. [236]

NOTICE.

COLONEL I. K. AUSTIN'S NEW AMERICAN RIFLE RANGE, IS NOW OPEN AT THE UNITED CLUB, STAUNTON STREET, OPPOSITE THE UNION CHURCH, WHERE INSTRUCTIONS ARE GIVEN FREE OF CHARGE.

BELL TARGETS!!! FLYING AND STATIONARY BIRDS THAT DISAPPEAR WHEN HIT!!!

ENGLISH AND AMERICAN SPORTING RIFLES!!!

POPULAR PRICES.
FOUR SHOTS FOR 25 CENTS.

Gallery open daily from 4 to 12 P.M., to all respectable members of the community.
Hongkong, 17th April, 1882. [145]

ITALIAN OPERA COMPANY.

OWING to the Company's unprecedented success, a
SECOND SERIES
OF
SUBSCRIPTION OPERAS
has been arranged. The last opera of the series will be
"POLIUTO."

The Subscription List is NOW OPEN at Messrs KELLY & WALSH'S.
Hongkong, 28th March, 1882. [189]

AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS' MERCHANT NAVY NAVY BOILED LONG FLAX CROWN CROWN

ARNOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [5]

Notices of Firms.

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. FRANCIS BLACKWELL FORBES in Our Firm, Ceased on the 31st December, 1881.
RUSSELL & Co.

Hongkong and China,
20th April, 1882. [283]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF Mr. NISSIM ISAAC SILAS in Our Firm in China and Hongkong, Ceased on the 31st December, 1881.
E. D. SASSOON & Co.

Hongkong, 24th April, 1882. [270]

Amusements.

THEATRE ROYAL CITY HALL, HONGKONG.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE ADMINISTRATOR, AND HIS EXCELLENCY GENERAL DONOVAN.

SIGNOR HOFLICH begs to express his regret that it has been found impossible to produce

"F A U S T"

as originally intended, and craves the indulgence of the Public for a slight breach of faith, which circumstances render imperative.

THE FIFTH PERFORMANCE OF THE SECOND SUBSCRIPTION SERIES OF SIX OPERAS

WILL BE GIVEN,
TO-MORROW EVENING,
29TH APRIL, 1882,
when will be reproduced

"IL BARBIERE DI SIVIGLIA,"
GRAND OPERA BY ROSSINI.
IN THREE ACTS.

DRAMATIS PERSONÆ.
DOCTOR BARTOLOsignior PATERNÒ.
COUNT ALMAVIVA (the Lover of Rosina)signior VANZETTI.

FIGARO (a Barber)signior CIOCCI.
BASILIO (a Music-Master)signior CORTI.
FIORELLO (a servant)signior BRUNETTI.
ROSINA (Ward of Doctor Bartolo)signior SILINI.
BERTHA (her Governess)signiora BERTOLINI.

SUBSCRIPTION PRICES.
FAMILY TICKETS.—Admitting 3 Persons, 6 Nights\$30.00
SINGLE TICKET.—Admitting 1 Person, 6 Nights\$14.00
STALLS.—For 3 Persons, 6 Nights\$20.00
STALLS.—For 1 Person, 6 Nights\$10.00

PRICES OF ADMISSION:
Dress Circle\$3.00
Stalls\$2.00
Pit\$1.00

Tickets may be obtained at Messrs. KELLY & WALSH, and at the Doors on the night of the Performance.

Doors open at 8.30 P.M.; Performance to commence at 9 P.M. sharp.

Ladies unaccompanied by Gentlemen cannot be admitted.

A. HÖFLICH,
Director and Manager.
Hongkong, 24th April, 1882. [192]

THEATRE ROYAL CITY HALL, HONGKONG.

ITALIAN OPERA COMPANY.

SIGNOR HOFLICH begs to inform the Public of Hongkong, that THERE WILL BE AN EXTRA PERFORMANCE, ON

TUESDAY EVENING,
MAY 2ND, 1882.

FOR THE BENEFIT OF SIGNORA ANNUZZIATA SILINI.

PRIMA CONTRALTO ASSOLUTA, When will be produced by general desire DOMIZETTI'S GRAND OPERA

"L A FAVORITA"

DRAMATIS PERSONÆ.
ALFONSO XI. KING OF CASTILLEsignior G. CIOCCI.
LEONARDO DI GUZMANsignior A. SILINI.
FERNANDAsignior L. VANZETTI.
BALDASSARE (superior of the convent of San Giacomo)signior CORTI.
DON GASPAREsignior BRUNETTI.
INES (Confidant to Leonora)signiora BERTOLINI.

BETWEEN THE ACTS.
SIGNORA SILINI, kindly assisted by SIGNORI VANZETTI AND CIOCCI will sing the

GRAND TERCETTO FROM VERDI'S FAMOUS OPERA "I LOMBARDI."

The subscription List is now open at Messrs. KELLY & WALSH'S.
Hongkong, 26th April, 1882. [279]

NOTICE.

THE Creditors of Mr. L. L. BARRETTO, of the "NAYAR" Yacht, who have not received the amounts agreed upon as per arrangement, will oblige by making immediate Application for the NINE INSTALLMENTS paid to the Undersigned.

All Applications must be sent in before TWO O'CLOCK on SATURDAY first the 29th inst.

The Responsibility of the Undersigned to receive and distribute the amounts agreed to be paid to the Creditors of Mr. BARRETTO ceased in October last.

ALEXANDER A. ECA DA SILVA.
Hongkong, 25th April, 1882. [273]

Shipping.

FOR SYDNEY AND MELBOURNE, via SINGAPORE, (Calling at PORT DARWIN and QUEENSLAND PORTS, taking through Cargo to NEW ZEALAND, NEW CALEDONIA, FIJI, and TASMANIA.)

THE Eastern and Australian Steamship Company's Steamer
"CATTERTHUN,"

Captain J. Miller, will be despatched as above, on TUESDAY, the 2nd May, at FOUR P.M. For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd April, 1882. [267]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, OYSSA, and the MEDITERRANEAN PORTS.)

THE Company's Steamship
"ORION,"

Captain G. Mahorsich, will be despatched on SATURDAY, the 6th prox., at FOUR P.M. For further Particulars, apply to
MELCHERS & Co., Agents.

Hongkong, 20th April, 1882. [260]

FOR VICTORIA, VANCOUVER'S ISLAND.

THE 3/3 L. 1. American ship
"JONATHAN BOURNE,"

Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS.Manufacturers of the following
AERATED WATERS,
VIZ:SODA, TONIC, Sarsaparilla,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.Deliveries in Town and Harbour from
7 A.M. to 7 P.M.SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,
HONGKONG.SHANGHAI PHARMACY,
SHANGHAI.CANTON DISPENSARY,
CANTON.THE DISPENSARY,
FOUCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to subscriptions, advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 28, 1882.

Is a purely commercial centre like Hongkong anything likely to facilitate shipping business, must possess a certain amount of interest for at least a substantial portion of the community. One heavy item of expense in running steamers and iron ships is that included under the heading "docking and painting." The necessity for, and economy of keeping a vessel's bottom clean, and free from marine vegetation has long been recognised, and practically followed. The cost entailed by the frequent docking and painting of vessels trading in oriental waters, is such a heavy item of the general expense, that it is not to be wondered at if hardly a stone has been left unturned by men of an inventive turn of mind to compound some kind of composition, which would obviate the necessity of so many heavy bills for painting, and the further outlay entailed by delay and consequent loss of valuable time. Although many inventions in the shape of patent paints, and anti-fouling compositions have been brought before the public during recent years, it can hardly be denied that most, if not all of them have failed to adequately fulfil the purposes intended. "No doubt several of the latest introduced compositions are superior in many respects to the old fashioned mixture of red lead and white zinc, which have made the name of Hubbuck so well known throughout the globe, although it must not be overlooked that they are also a great deal more expensive. However, we think we are safe in venturing to assert that a paint, or composition, which will thoroughly meet the requirements of the merchant and shipmaster, by preserving the iron, and preventing the growth of mollusca and marine vegetation on the vessel's bottom, has yet to be invented. Peacock's Patent Composition—the first patent paint, we believe, that attracted general attention—has been in use in Her Majesty's dock-yards for years, and is still believed in by a vast number of old sailors. Melrose's, Sirs, Rantzen's, and Dr. Dexters' antifouling paints have all their admirers, and there are many other descriptions of compositions in use, which, no doubt deservedly, bear high reputations.

A composition known as Dubois' Hydraulic Paint, which it is confidently asserted is far superior to anything in use at the present time, has lately been brought under our notice. M. Dubois is a chemist in Marseilles who has devoted years of study

and research to the preparation of his Hydraulic Paint for which he claims advantages which will enable it to effectively replace all other similar inventions by its solidity, durability, and economy. Its properties are said to be invaluable for absolutely preserving the bottoms of iron vessels from oxidation, adherence of molluscs and other shell fish, and marine vegetation of every description; whilst the ease and rapidity with which it can be applied, and its comparatively low price, present a notable economy which will no doubt commend itself to the attention of ship-owners and their employes. The mode of application of Dubois' Paint is very simple, and similar in most respects to the plan pursued with other anti-fouling and iron-preserving compositions. The iron has to be carefully scraped before the first application—scrubbing will suffice after the vessel has once been painted with this composition—and the two coats laid on with a brush as with any ordinary paint. Two hours after the second coat has been applied the vessel can be unlocked, even although the paint is not quite dry. The total delay for cleaning, painting, &c., should in no instance exceed eight hours. There can be no doubt that, if Dubois' Hydraulic Paint possesses all the properties claimed for it by its inventor, it should, in a very short time, supersede all other compositions of a similar character. Its cheapness, and the facility with which it can be applied, saving valuable time, are advantages which are bound to make themselves felt, if its preserving and anti-fouling qualities are equally satisfactory. We understand that the Messageries Maritimes and other French companies have adopted this composition in preference to all others, and that it has given universal satisfaction. Messrs. H. FORSTER & CO. of D'Aguiar-street who are M. Dubois' sole agents in China, have recently imported a shipment of the Hydraulic Paint, and we doubt not that its alleged cheapness and durability will make it popular with ship-masters.

We never had much faith either in the political honesty or independence of our local contemporaries. We have, in fact, on many occasions demonstrated that the claims of the Daily Press and China Mail to be considered honourable representatives of public opinion on matters political, were founded on sand. Another barefaced instance of the contemptible meanness to which wretched journals of the class of these old established political partisans will at times descend, has just come under our observation, and we consider it our duty to bring it prominently before the public. For some time past a controversy has been raging in the various circles which compose our little world, as to the actual facts connected with the recent departure from the colony of Governor Sir JOHN POPE HENNESSY. Both the Daily Press and China Mail have positively asserted, in effect, that Sir JOHN POPE HENNESSY did not depart on leave of absence as he stated; but that he was recalled in disgrace. On the 24th inst. the China Mail insignificantly referred to our absent ruler as Ex-Governor HENNESSY, and authoritatively affirmed that in India, where he is now on a visit, His Excellency was regarded as "a private person who has been an official but is an official no longer." On the morning of the 26th the Daily Press pledged itself to the statement, from what it called "a reliable source" "that intelligence has been received to the effect that not only has Sir JOHN POPE HENNESSY been recalled from this Government, but that he will not be offered any further appointment under the Colonial Office."

Have our contemporaries already lost faith in the reliable nature of the important information they so exultingly flaunted before the public a few days ago? If not, why was the following paragraph, which appears in the L. & C. Express of March 24th, received by the English mail yesterday, so conspicuous by its absence from the copious extracts from that journal reproduced by our contemporaries? "We hear that H. E. Sir JOHN POPE HENNESSY, K.C.M.G., Governor of Hongkong, left that Colony on the 7th inst. for home, on leave of absence. The duration of leave has not yet been fixed, we believe, but is left until the arrival of His Excellency."

The above paragraph may, as an item of reliable information be comparatively worthless; but it may also, on the other hand, bear a special significance. In any case we are justified in asking why this particular item was omitted by both the morning and evening journals. It is reasonable to infer that they were either afraid of stultifying themselves after their so-called authoritative assertions, or ashamed of showing their readers to what depths of degradation men with little minds will at times descend. News the old established Hongkong journals have long since ceased to supply the public with, unless copied from our columns; but although not a very probable contingency, there is a remote

possibility that the conceits of our contemporaries vindictive imaginations, embodied in their reliable (?) paragraphs, and clap-trap leaders, may to some extent mislead the public. We have therefore taken the trouble to expose to the community of Hongkong, unjournalistic and unfair conduct which could only have been prompted by personal motives.

It is stated that Marshal Bazaine is at work writing a history of the siege and capitulation of Metz. If any person living can tell us the truth about that memorable siege François Achille Bazaine is the man.

We note from home papers that the Russian Custom House authorities at Kensch have arrested in the roadstead a three-masted vessel flying the Turkish flag. The captain of the vessel, on being questioned by the officers, declared the cargo to consist of oranges, but on a search being made large quantities of dynamite and gunpowder were discovered. The captain then stated that the dynamite and powder were shipped for a landed proprietor in Taganrog. The vessel will be escorted to Taganrog by the Government steamer Pruthi.

The case against two Chinese, described in the charge as cooks, of assaulting Mrs. Theresa Davie, a European, with intent to rob, resulted yesterday evening in their being committed for trial at the Supreme Court. Mr. Mossop, on behalf of the prisoners, urged that the case be dismissed, but said he would prefer his being sent for trial to his clients being summarily convicted. He pleaded that the complainant mistook the defendants' intentions, and that they had no intention of robbing her. Three witnesses he called failed to induce Mr. Wodehouse to adopt this view of the case.

The new Castle line steamer, *Stirling Castle*, which arrived here last night, of which we print a full account in another column, made the run from Singapore to Green Island in the remarkable time of 3 days 22 hours which is, by a long chalk, the best run on record. We are informed by the captain that she was not at all driven on the way up, in fact, was merely doing an exercise cruise to get her into good trim. If this rate of speed can be got out of the *Stirling Castle*, with ease, we may confidently predict that the "Ten Race" is as good as settled. As the vessel in question is commanded by an officer of great experience in the London and China trade, who is well acquainted with the road home, we expect, *hic accidetis*, to see all previous records, from Woosung to London, considerably lowered.

A LICENSED traffic obstructionist—we beg the Registrar General's pardon, we mean a chair coolie—was charged this morning by Mr. C. L. Thevenin with refusing to accept a fare yesterday when unemployed. Mr. Thevenin asked the coolie and his mate to convey him to Peddar's Hill, but they refused. One ran away, the prisoner being handed over to a Constable by Mr. Thevenin for safe custody until the morning. Pleading that he was engaged, and told the complainant so, defendant was discharged by the Magistrate. Mr. Thevenin, however, informs us that the chair bearers who congregate about the Hongkong Hotel, next door to which his store is, do not care about accepting ordinary fares, preferring the fat ones that fall to their lot from the numerous ladies and gentlemen who put up at the hotel, who, as a rule, know little of the "ways that are dark and the tricks that are vain" of the heathen Chinese, and he is sure the chair coolies he asked yesterday to carry him were not engaged at all. The running away of one of them would certainly seem to lend countenance to this view.

A CERTAIN writer, whose name we cannot for the moment recall, has said, that honesty is not only the best policy, but the highest wisdom; since however difficult it may be for integrity to get on, it is a thousand times more difficult for knavery to get off; and that there is no more fatal mistake than that of those who think that Virtue has no other reward because she is said to be her own. The foregoing sentiments, which will commend themselves to all sensible people, received a most apt illustration at the Police Court this morning. A Chinese storekeeper in the employment of the Dock Company at Hongham, a trusted servant of six years' service, enjoying the respectable salary for one of his class of eighteen dollars a month, was discovered by Adam Hogg, the chief watchman at the Dock, with a parcel containing 24 composite candles, belonging to the *Dohwett Castle*, up his sleeve at about half past nine on the night of the 14th inst. The storekeeper was just on the point of leaving the Dock when the watchman pounced upon him, his bulky sleeve alone attracting the watchman's attention, as his trusted position of storekeeper saved him from the rule of search applied in the Dock, a rule which, since the affair in question, the superintendent has ordered to be carried out generally. Another Chinaman who was with the storekeeper at the time, ran off upon seeing the watchman. When asked about the candles, the storekeeper said he got them from a Portuguese clerk in the Dock, but when confronted with the clerks, he altered his statement and said he had picked them up. The case has been remanded from time to time since the 15th inst., being finally disposed of this morning. Mr. Holmes, who appeared for the prisoner, represented the case to the Court in the most favorable light he could, the defence being that the man actually picked up the candles, but in the confusion of the moment gave a wrong account of the matter to the watchman. Mr. Wodehouse said he was desirous of taking the most favorable view of the case, but he failed to see any mitigating circumstances, and that a man in the prisoner's position should be above such a thing. He sentenced him to six months' imprisonment with hard labour. One witness in the case, a Chinese boiler-maker, said he saw the shadow of a man in the Dock that night and "called out to the shadow," the shadow thereupon running away. We always thought that shadows were not open to be called out to, and were not, of their own volition, able to run away.

A LODGE of Emergency of Victoria No. 1026, will be held on Wednesday evening, May 3rd at 9 o'clock precisely.

It has been stated that the Russian Government contemplates the construction of a floating dock and shipbuilding yard at Vladivostok for the war vessels stationed in the Pacific.

THE Band of the Buffs play in the Public Gardens (weather permitting), at 5 p.m. The following is the programme—

March.....J. V. de la Roche
Overture.....J. V. de la Roche
Valse.....J. V. de la Roche
Selection.....J. V. de la Roche
Gala.....J. V. de la Roche
Gala.....J. V. de la Roche

We observe that diplomatic relations with Mexico are likely to be renewed shortly. Negotiations have been opened between Lord Granville and senior Velasco, the Mexican Minister to France, and the matter is about to be referred to the Government of Mexico for final settlement. The news of a probable arrangement will be received with satisfaction by the mercantile community.

THE Chilean Government declare that no offence to the United States was intended by the arrest of President Calderon. They further refuse to treat with Señor Calderon, and insist, as the conditions of peace, of the cession of Tarapaca, an occupation of a portion of Peru till 1890, 1890 has been paid, besides the possession of half the guano in Peru. The conditions have been agreed to and sent to Washington.

We observe that a Committee has been formed for the purpose of giving a banquet to Sir Henry Parkes, Prime Minister of New South Wales, who has lately arrived in London. It is expected that the banquet will take place at Willis's Rooms towards the close of this month, but the day will be fixed to suit the convenience of the Duke of Edinburgh, who has consented to preside. Sir Henry Parkes will remain in England about three months.

We would remind the public that all correspondence for the English mail must be posted at 5 p.m. this afternoon. Late letters, with extra fee of 10 cents will be received at the Post Office until 5.30. Letters, with extra fee of 10 cents, and newspapers without any extra fee, may be posted on board the steamer until 9.30. After 9.30 letters may be placed in the loose box for treatment at Singapore. The *Kashgar* will leave at daylight to-morrow.

We have no doubt that our evening contemporaries' observations in last night's *China Mail* on the Harbour of Refuge at Causeway Bay were well meant. The description of the work from the facile pen of one of the scientific Engineers engaged in the construction is, if inclined to be rather more speculative in its character than appears necessary, intelligible enough for the ordinary comprehension, and deserves as a *quid pro quo* the "buttering" so freely lavished by the *China Mail* on all engaged in the undertaking. Our contemporaries' own embellishments of the article, the introductory, and incidental comments, are hardly so satisfactory. In fact the estimable evening print gets out of its depth, and becomes amusingly inconsistent and, to say the least, ridiculous. Why will the *China Mail* insist on meddling with what it does not understand?

It is evidently a terrible thing says the *Overland Mail* to edit a Liberal paper in Spain. To say nothing of duels, imprisonment, and other little trifles to which Continental journalists are exposed, the Spanish Liberal editors stand in dread of the anathemas of the Church. The following, for instance, is an extract from the comprehensive malediction which the *XXIe siècle* declares, on the authority of a Spanish journal, the Bishop of Santander has launched at the Liberal editors of his diocese:—"May Almighty God curse these journalists with the perpetual malediction launched against the devil and his angels! May they perish with Nero, Julian the Apostate, and Judas the traitor! May the Lord judge them as he judged Dathan and Abiram! May the earth swallow them up alive! Let them be cursed day and night, sleeping and waking, in eating, in drinking, and in playing, when they speak and when they keep silence! May their eyes be blinded, their ears deaf, their tongues dumb! Cursed be every member of their body! Let them be cursed from to-day and for ever! May their sepulchre be that of dogs and of asses! May famished wolves prey upon their corpses, and may their eternal company be that of the devil and his angels!" There is a great deal more of the same kind of malediction, but this extract will suffice as an example.

An official return has been published showing the present distribution of the army. Taking infantry first, we find that of the 150 battalions of which that arm of the service consists, 51 battalions are at present stationed in India; 41 battalions in England and Wales; 31 in Ireland; 2 in Scotland; and 2 in the Channel Islands. Of the remaining 23 battalions 5 are quartered in Malta and its dependencies; 5 at Gibraltar; 4 at the Cape, Natal, and St. Helena; 2 in China; 2 in Ceylon; 2 in Canada; 1 at Bermuda; 1 in Cyprus; 1 in the West Indies; while 3 companies form the infantry portion of the garrison of Mauritius. Of the 31 regiments of cavalry of the English army 12 are stationed in England, 9 in India, 7 in Ireland, and 1 in Scotland; while the only cavalry force in our colonial possessions is formed by a regiment of cavalry in South Africa. Of the Ordnance Corps 84 batteries of artillery and 3 companies of engineers are in India; 71 batteries of artillery, 2 troops, and 18 companies of engineers in England and Wales; 13 batteries of artillery and 3 companies of engineers in Ireland; while in Scotland there is only 1 battery of artillery and 1 company of engineers, and in the Channel Islands 3 batteries of artillery. In our colonial and foreign possessions there are 8 batteries of artillery and 2 companies of engineers in Malta and its dependencies; 7 batteries of artillery and 4 companies of engineers at Gibraltar; 4 batteries and 2 companies in South Africa, including the island of St. Helena; 3 batteries and 1 company in Canada; while 2 batteries are quartered in Ceylon, 2 in China, 2 at Bermuda, and 1 in the West Indies.—L. & C. Express.

THE Spanish steamer *Leon XIII* docks at Shanghai this afternoon, taking the place of the German steamer *Mastalia*.

We understand that news has been received that Major Palmer, R.E., will shortly be gazetted to the rank of Brevet Lieutenant Colonel, and that this promotion is to be antedated to the 1st of last July.

We are informed that His Excellency the Governor of Macao and the officers forming the Embassy to Japan, will come over to Hongkong on Monday morning. They leave for Japan by the *Oceanic* on Tuesday afternoon.

A CHINESE carpenter was sent to three months' hard labour this morning, by Mr. Wodehouse, for being found in unlawful possession of ten dollars' worth of old rope, the property of the Hongkong and Whampoa Dock Company at Hung-ham.

FOR stealing two jackets, the property of a Chinaman, yesterday, a coolie was relegated this morning to a six months' enjoyment of the comforts of the mansion in Arbutnot Road, hard labour being added by way of relieving the horrible monotony of the place.

INSPECTOR Baker raided the first floor of No. 42, ship street, on the 24th inst., and arrested five gamblers, two chair coolies being among the number. They were up this morning before Mr. Wodehouse, and, being convicted of public gambling, were fined, the first defendant, who had received a similar sentence for a like offence in 1877, \$200 or six months' hard labour, and the others five dollars each or three weeks.

RESIDENTS who take their "constitutionals" on Kennedy Road, would do well to be on the *qui vive* when walking alone there, especially when rounding sharp turns. As will be seen by a Police Court case reported in another place, two Chinamen were found together on the Road on the evening of the 23rd instant under rather suspicious circumstances, one of them being armed with a broad sheathed dagger, which he threw away upon being arrested. That the rascals meant nothing good, had a chance offered, may be confidently surmised.

KWOK A LIN, an engineer, was charged this morning before Captain Thomsett with leaving his employment without giving due notice. Mr. Fergusson, Chief Engineer at the East Point Sugar Refinery, said defendant was in the employ of the Company, and left about the 20th March last without giving notice. He met him in Queen's Road this morning, and gave him in charge. Defendant, who tried to make the Magistrate believe that he did give three months' notice, his statement, however, being further contradicted by Ram Jan, another engineer at the Refinery, was sentenced to fourteen days' hard labour.

FIVE members of the fraternity who run the two-wheelers in this favored Colony, were up before Captain Thomsett this morning charged with carelessly driving their vehicles to the danger of Her Majesty's lieges. Police Constable Sheik Hossein said that, on the 26th instant, he saw two sailors come out of the sailor's Home, when the defendants rushed with their "rickshas" at them, nearly knocking them down. He had to make room for the sailors to get on the road. Inspector Thomson said the defendants and other "ricksha coolies" were a great nuisance, and frequently obstructed the road. The defendants were fined a dollar each or four days' imprisonment. If both licensed chair and "ricksha" coolies could be ordained out of the Colony, Hongkong would enjoy a vastly increased measure of happiness.

A BOATMAN was charged this morning before Captain Thomsett with stealing about 20lbs. of flour yesterday. Nara Rosado, an A.B. of the P. and O. steamship *Verona*, saw the defendant come alongside the jetty in a boat and go on to the pier. There was a bag of flour, part of the ship's cargo, on the jetty. He saw defendant go under the jetty with a bag and presently emerge covered with flour. Prisoner had a bag in his hand containing about a pound of flour, and had destroyed about 20lbs. the property of the owners of the *Verona*. He forced him out from under the jetty, and gave him in charge. He found a bag of flour cut open just over where defendant was. The defendant, who said he went under the jetty with the most innocent intentions, namely, to collect rubbish, was sent to three months' hard labour.

A "RICKSHA" coolie was charged this morning by Police Constable Bearsingh with assaulting him in the execution of his duty yesterday, and damaging his uniform pants. The Constable said that at 10.45 last night, defendant had a "ricksha" in front of the Temperance Hall, creating an obstruction. Being told to go away, he did so, but returned, and when the Constable was going to take his number, with a view to ulterior proceedings, the driver of the two-wheeler gave him a push which caused the Constable's *corpus* to embrace the ground, hurting one of his knees, and tearing his trousers. Defendant was fined five dollars, or 14 days, for the assault, and ordered to pay one dollar besides for the damage done to the pants, in default a further four days. The only wonder is that a push from a "ricksha" coolie should bring a lithe, active sikh to the ground. Bear Singh ought to be put into athletic training.

MR. E. D. Woodford, a clerk in the Hongkong and Shanghai Bank, charged two hawkers this morning, before Captain Thomsett, with going to his house yesterday in Wanchai, and creating a disturbance. At 1.30, complainant, who was upstairs in his house, heard a call, and upon going below found first defendant struggling with his coolie. He sent for the police, when the second defendant came to the first's assistance. Mr. Woodford's coolie said the first defendant came into his house yesterday, and when he asked him his business, he answered that he (the coolie) was "too muchy saucy," an imputation the latter resented by attempting to forcibly turn him out of the house. The second defendant did not do anything in particular. The first defendant, who said he had bought some rice from the coolie's wife, and went to settle the matter, was fined two dollars or four days, the second defendant being discharged.

A "SOIREE DANSANTE" will be held this evening at the Club Lusitano, commencing at 9 o'clock.

REUTER wires that Mr. Gladstone has announced the introduction of a Bill concerning arrears of rent during the present session.

A REUTER's telegram received this afternoon announces that an Amnesty to the Bosnians has been proclaimed and the protocol signed.

A LONDON telegram of the 27th instant states that the Italian Minister of Foreign Affairs and the British Ambassador agree in recognizing Italy's exclusive right to Assab.

GENERAL SKOBLEFF, at a banquet given in his honour at St. Petersburg by the Grenadier Regiment, proposed a toast to the British nation, and spoke in warm terms of the friendly relations existing between England and Russia.

IT is announced that the Russian Emperor has refused to confirm the proposals of the Commission on the Jewish Question, which were to enforce most vigorous measures against the Jews. His Majesty said that the recommendations were conceived in a vindictive spirit.

IT is rumored that the amount of costs in the Graca v. Pitman case to be paid by the Macao Government, total something like \$7,000. There must have been a good many substantial "refreshers" flying round if this estimate is anything like correct. What will the costs amount to after the Lords in Council have overhauled the affair, we wonder!

AN unemployed tailor was up this morning before Mr. Wodehouse charged with being a suspicious character, and with being found in possession of a deadly weapon. Acting Police Sergeant Sultan Mullick met him about 4.45 p.m. on the 23rd instant at a turn on Kennedy-road, along with another man, a rice-pounder, who had been three times previously convicted of larceny. He put his hand upon him, intending to search him, when he tried to run away, his companion actually doing so, though caught afterwards. He seized the tailor, and saw he had something in his hand which looked like a sheathed dagger. The tailor threw it down the hill. He took him to the station and went back to look for the weapon, which he found lying in the bushes. It was a broad sheathed dagger. The defendant was fined ten dollars, in default six weeks' imprisonment with hard labour.

TUESDAY and Wednesday last the 11th and 12th, says the *Evening Sun*, witnesses an unusually heavy downpour of rain, even for Nagasaki, as will be seen from the meteorological table. Commencing on Tuesday morning, it fell in torrents without the slightest abatement until the following morning, and the monotony of it was only broken by intermittent flashes of lightning, followed by deafening peals of thunder of almost unprecedented severity. During the twenty-four hours preceding 9 a.m. on Wednesday, the rain-gauge registered over thirteen inches; after that time it fell off somewhat in force, but continued with occasional short stoppages until late in the night. The rush of water down the various creeks which intersect the town is a source of considerable danger to anything with which the torrent comes into contact in its headlong career to the sea, and of the force of which sad proof was again given. The principal casualties to record in connection with the storm are the loss of the Chokui-bashi, a wooden bridge connecting Nishi-hamano-machi with Tsuki-machi; a narrow stone bridge over a water-course in Nishi-maka-machi; and a small house overhanging the creek in Kamiya-machi; whilst, unfortunately, to the two latter disasters has to be attributed the loss of two lives, that of a man who was crossing the stone bridge at the time it fell, and an old woman who was sleeping in the ill-fated house. The three events occurred within a short time of each other, viz. about 2 a.m. on Wednesday, at which time some strong gusts of wind blew, which probably assisted in the work of destruction. The same day search was made along the creeks and in the bay by crowds of sympathising people resident in the vicinity of the missing ones, which resulted in the body of the man being found in Yebian-machi, whilst that of the woman had been carried out in the vicinity of Pappenberg, a distance of five miles.

CRICKET.

OFFICERS OF "THE BUFFS" V. NON-COMMISSIONED OFFICERS.

A match—twelve aside—between representatives of the above named teams, was played on the Cricket Ground yesterday afternoon, and after a lively game ended in favor of the Officers by the large majority of 159 runs. The Officers occupied the wickets nearly the whole of the afternoon, and were not disposed of until the telegraph board showed the big total of 271 runs, of which number Jarrett was credited with 55, Porter 53, Hughes 43, Daughlish 33, Bunbury 22, and D'Aeth and Howarth 19 each, the last named carrying out his bat. The fielding of the "non-coms" was fairly good, but their bowling was terribly weak. With the exception of Moreland, who played a good innings for 32, and Gleeson, who scored 25 in good style before he was foolishly run out; none of the non-commissioned officers could make any headway against the deliveries of Holme and Lloyd, the last wicket falling with the total at 112. Full scores are as under—

OFFICERS.
Lieut. Allen, c. Lewis, b. Jarrett..... 4
Lieut. Lloyd, b. Jarrett..... 0
Lieut. Hughes, c. Fookes, b. Jarrett..... 55
Lieut. Jarrett, b. Freeman..... 22
Lieut. Bunbury, c. and b. Freeman..... 22
Lieut. Holme, b. Freeman..... 1
Lieut. D'Aeth, b. Duffin..... 10
Major Harrison, c. and b. Freeman..... 8
Lieut. Porter, c. Moreland, b. Jarrett..... 32
Lieut. Daughlish, b. Stockpole..... 33
Capt. Howarth, not out..... 19
Lieut. Somerville, c. and b. Stockpole..... 2
Extras..... 12

NON-COMMISSIONED OFFICERS.
James Corp. Dransgow, run out..... 6
Corpl. Freeman, c. Somerville, b. Lloyd..... 1
Corpl. Jarrett, b. Hughes..... 1
Corpl. Stockpole, run out..... 1
Corpl. Fookes, b. Holme..... 1
Corpl. Gleeson, run out..... 1
Corpl. Duffin, b. Bunbury..... 4
Corpl. Moreland, b. Holme..... 32
Corpl. Lewis, b. Lloyd..... 1
Corpl. Quin, c. Howarth, b. Holme..... 0
Corpl. Clarke, not out..... 2
Corpl. Mulholland, c. D'Aeth, b. Jarrett..... 5
Extras..... 4

THE TWO THOUSAND GUINEAS.

It was hardly to be wondered at, considering the great successes achieved by American-bred horses on the English turf last year, that when Reuter wired out three days ago that the American Gerald was standing first favorite at 4 to 1 for the Two Thousand Guineas, with the French-bred Executor second favorite at a shade longer odds, the probability of the first classic contest of the season falling to the friendly invaders from foreign shores was strongly believed in. With Bruce, the Derby favorite, and the flying filly Kermesse and Geheimnis not engaged, and the other "cracks" Nellie and Dutch Oven under a cloud, the race, on the running in the Middle Park Plate, in which event Gerald finished second to Kermesse, looked almost a certainty for Mr. P. Lorrillard's strapping son of Saxon and Girl of the Period. The second favorite Executor—a chestnut colt by Vestminster out of Execution—the property of Count Lagrange, had run nine times as a two-year-old, winning twice, but had beaten nothing with pretensions to high class; and the third favorite shotover had actually never won a race. However the uncertainty of racing has once again been exemplified, and as the first, second, and third horses in the race over the classic Rowley Mile are English-bred and English-owned, we are perhaps justified in believing that the foreigners are not to have everything their own way during the ensuing season, as has been so confidently predicted.

NEWMARKET FIRST SPRING MEETING.

Wednesday, April, 26th 1882.
THE TWO THOUSAND GUINEAS STAKES, a subscription of 100 sows each, half forfeit, for three year olds, colts, fillies 8st. 9lb.; the owner of the second horse to receive 200 sows out of the stakes, and the third to save his stake, Rowley Mile, 61 subs.
The Duke of Westminster's ch. f. shotover, by Hemit—Stry shot. (C. Wood) 1
The Earl of Bradford's, Quicktime..... 2
Mr. R. S. Evans's b. c. Marden by Hemit—Barchettina..... 3
shotover ran three times as a two-year-old, without earning a winning bracket, she made her first public appearance in the Middle Park Plate at Newmarket, when ridden by C. Wood and starting at the forehand odds of 50 to 1 she was unplaced to Kermesse, Gerald, and St. Marguerite, who finished in the order named. Two days later in the Frendgast stakes, the Duke of Westminster's filly started favorite at 6 to 1, but was beaten by Herwick by a neck, then being five others behind the pair. At the Houghton Meeting on October 25th, shotover carrying 7st. 6lbs. contested in the Nursery Handicap, but finished nowhere to Magician, Donald Caird, and Marquis de Thorenc; and then retired for the season. She is engaged for the Derby, Oaks, and St. Leger. Quicktime so far as we can learn never ran as a two-year-old.

Marden is by Hemit out of Barchettina, and consequently own brother to Charon and The Abbot, the latter of whom got placed for so many races as a three-year-old. Marden is not built on the lines of the Abbot, and when stripped for the Guineas he would possibly stand quite 15 hands 3in, whereas The Abbot is a very little horse. Taken altogether Marden has good make and shape to recommend him to consideration, but he has never won a race. His first appearance was in the Hurlingham, at Stockbridge, when he had the reputation of being able to gallop, and was backed accordingly in a field which also included Geheimnis, Whitechapel, St. Marguerite, and Dunmore. He was fifth in this party, but that he ran up to his private form it would be ill-gates to insist, for he swerved a great deal, leading to the impression that his temper was none of the sweetest. In the July at Newmarket, however, he struggled as gamely as colt could, and if his number had gone up as the winner instead of that of Kermesse a lot of people would have evinced no surprise. It was capital form on his part to get where he did, and though Geheimnis confirmed the Stockbridge running by beating Marden easily in the Ascot stakes at Lewes, it was in his favour that he had factored and Foxglove behind him. Carlyle managed to beat him by a head in the Priory stakes at Lewes, and his running in the Middle Park Plate was rather a disappointment to all connected with him, for he started second favorite, had Archer for his rider, and yet could get no nearer than fourth, causing the notion to prevail that he was not a stayer. Yet in the Dewhurst Plate, a fortnight later, he ran Dutch Oven to a head, and on that running and his July stakes form Marden is unquestionably, when in the humour, a colt of exceptional ability.

THE CHINA CLIPPER "STIRLING CASTLE."

On the 18th March the trial trip of the *Stirling Castle*, which has proved her to be the fastest steamer afloat, took place over the usual course off the Largs shore, on the Clyde. A party of gentlemen, at the invitation of Mr. Pearce, joined the vessel at the Tail of the Bank, among the number being Mr. Thomas Skinner, Mr. G. W. Skinner, Mr. W. A. Skinner, Mr. W. Cairney, Captain Campbell, Mr. A. Bolland, superintendent engineer of the London and China Line; Signori Matti and Raggio, Genoa; Captain J. Steele, San Francisco; and Mr. W. H. Woodthorpe, Board-of-Trade surveyor. The *Stirling Castle* was built for Messrs. Thomas Skinner and Co.'s steam-clipper line by Messrs. John Elder and Co., and was launched on the 21st January last. She is 430ft. in length, 50ft. beam, 33ft. in depth, and registers 4,300 tons gross. Her set of engines are of Messrs. Elder and Co.'s three-cylinder type, indicating over 7,000-horse power. The sizes of cylinders are—one of 63in. in diameter, and two of 60in., with 5ft. 6in. stroke. The total heating surface of the boilers is 21,160 square feet, and the grate surface 787ft. The boilers are of Parkhead steel, with Fox's corrugated furnaces, and the propeller, which is made of manganese bronze, is 24ft. 4in. in diameter, with a pitch of 31.

As soon as the party got on board, the steamer went down the channel, and ran the measured mile six times, both with and against wind and tide, the results giving a mean average of 18.418 knots, equal to 21.903 miles. The average number of revolutions on the trial was 624 a minute, with 100lbs. of steam pressure to the square inch, and 28-inch vacuum. The contract speed for the vessel was 17½ knots, and the draught of water was to be 22ft. 3in. mean, while in reality it was 3 inches in excess of this measurement. Notwithstanding the high speed the vessel was remarkably steady, and the vibration was almost imperceptible. This was very markedly shown by filling a wine-glass with water as full as it would hold and placing it on the saloon table. Even in the fastest run not a drop overboard.

On the previous day there was an official six hours' trial of the steamer, when a run was made from Cumbrac Light to Corsewall Point. The average speed then obtained, going and returning, was 18.18 knots. The trials on both occasions were conducted by Mr. A. D. Bryce-Douglas, chief engineer to Messrs. John Elder and Co.

The visitors were afterwards entertained to luncheon on board, when Mr. Pearce presided. "The Health of the Queen" having been drunk, the Chairman proposed "success to the *Stirling Castle*." He said: "This ship, I have no doubt, will be watched with a great amount of interest. You are aware that she has been built to carry the first ten of the season home from China. I believe it is quite impossible, consistently with our present knowledge and resources, that a ship can be built to suit that trade to go faster and carry more than this. If you build a ship to go faster, you must necessarily have a larger vessel and bigger engines, and if the engines are bigger they are necessarily heavier, and take up more room. Now, as the depth of water in the Fankow river is limited, it necessarily follows that the dimensions of your ship must be limited also, and when I, in connection with my friend Mr. Skinner, discussed what would be the best size for this ship, we came to the conclusion that a ship of these dimensions and this power was the maximum speed that could be profitably employed in that special trade. I am not going to say that this ship will do, but I may say that she has done what no other ocean-going ship in the world has ever done. She has in six consecutive runs, with a cargo of 3,000 tons deadweight on board, made an average speed of about 18½ knots per hour. Let me be precise, and say 18.418 knots, or I will put it into miles, and say 21.903 English miles per hour. No other ocean-going steamer has yet done this. Those connected with shipping know that the Admiralty have of late years surveyed certain ships which may be useful to them for transports or for cruising purposes. The *Stirling Castle* complies with all the Admiralty requirements, and being on their list is supposed to be a distinction and thing to be aimed at by owners; but it happened that the last time this country had unfortunately to convey troops in time of war our Government, for some reason or other, selected some of the oldest and slowest ships in our mercantile marine. However, it may be when we have another Government, who are more alive to the interests of the country, ships of this type may in future be chosen for purposes of such great importance. I ask you now to drink success to the good ship *Stirling Castle*, coupled with the name of the managing owner, Mr. Thomas Skinner.

The toast was enthusiastically responded to, and Mr. Skinner, in reply, said: "After the very remarkable success which has attended this vessel on the trials of her speed, I think it almost unnecessary for me to say a single word. On the occasion of the launch I avoided making any remarks as to what she could, would, or should do, simply stating that I would leave that to the trial, and over, when the ship would speak for herself. She has spoken, and proved herself to be far beyond my expectations, and far beyond the contract speed in every respect. I consider that the vessel is as complete and perfect for the purposes for which she is built as it is possible to make her. It is unnecessary to pass any laudatory remarks on the firm of Messrs. John Elder and Co., or the efficient gentlemen who conduct that business. Mr. Skinner proceeded to give a history of the trade with China from the time when the Boston clippers and American merchant ships had a monopoly of this branch of commerce till the present time. The repeal of the obnoxious tonnage laws enabled the shipowners of this country to build vessels adapted to the trade when they entered into competition with their American rivals, and rapidly drove them out of the field. The introduction of steam in the trade was the next epoch. Messrs. Holt, of Liverpool, had a series of vessels built to go round the Cape of Good Hope at the rate of nine or ten miles an hour, with a small consumption of coal. These ships, along with a number of steamers built on the East Coast, were very successful, as there was nothing to oppose them; but on the opening of the Suez Canal Mr. Skinner's firm and others began to build ships of a very superior class to those of the early days. He had eleven built, and following him came the Glen, who were remarkably and deservedly successful. The Glen Line had an immunity from accidents which was somewhat unprecedented, and were therefore great favorites. Between them and himself the competition had principally been, the first two, keen for what they called the Derby of the Ocean—the Blue Ribband of the sea. It was a well-known fact that the tea which came in eight or ten days in advance of that brought by any other steamer commanded a price in the market which yielded a large profit to the exporter. For this reason the China merchants had been in the habit of encouraging a type of vessel that had never been seen anywhere else in the world, either in sailing ship or steamer, and to the liberality of these gentlemen, who chartered at £1 or £2 a ton of freight paid to shipowners of this country, was due the development of the beautiful vessel they were on board. In conclusion he said: "How this ship will succeed no man can foretell. In conjunction with the able gentlemen associated with me in connection with this vessel—Captain Campbell and Mr. Bolland, the engineer, aided by Mr. Pearce and assisted by Mr. Bryce-Douglas—we have developed a vessel which will command the attention of the China trade. The merchants of China have so far appreciated what we have done and I have still faith in them to recoup us for the enormous capital investment we have still faith in their liberality, and believe they will give such freights as will reward us for the risk we have taken. As to the vessel's adaptability for other purposes, I have not the slightest doubt that should the Admiralty ever require such services as those undertaken by Captain Semmes and the *Alabama*, she will be quite fit for them. At the same time, I hope she will be devoted to the purposes of peace. Though well suited for a cruiser, she will prove of more benefit as a merchant ship. There is no doubt that no ship in the navy can approach her in speed at the present time, and she could simply go alongside another vessel, drop a torpedo, and run away before she could be attacked."

The *Stirling Castle* is to be under the command of Captain Marshall, late of the *London Castle*, and is to proceed to China direct from the Clyde for the purpose of bringing home the first tea this season.—L. & C. Express.

MAILS EXPECTED.

THE AMERICAN MAIL.
The P. M. steamer *City of Tokio*, with the succeeding American mail, left San Francisco on the 8th April, and is due here on about the 7th May.

"THAMES-STREET INDUSTRIES," by Percy Russell. This illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any chemist or dealer in perfumery in the world, or JOHN GOSNELL & Co., London.—[Adv.]

To-day's Advertisements.

FOR HOIHOW, PAKHOI, AND HAIPHONG.

THE Steamship
PING-ON.
Captain McCaslin, will be despatched for the above Ports, on SUNDAY, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 28th April, 1882. [286]

FOR VICTORIA, VANCOUVER'S ISLAND.

THE 100 At British steamship
CANOPUS.
Captain Joy, will be despatched on or about WEDNESDAY NEXT, the 3rd proximo.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, 28th April, 1882. [257]

FOR SAN FRANCISCO.

THE 3½ L.L. British ship
ROCK TERRACE.
Hutchinson, Master, will load here for the above Port, and will have sure despatch on the 10th proximo.

For Freight, apply to
RUSSELL & Co.
Hongkong, 28th April, 1882. [284]

FOR LONDON (DIRECT).

THE At British Bark
CENTURION.
Taylor, master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & Co.
Hongkong, 28th April, 1882. [285]

SEALED TENDERS will be Received by the

Undersigned on or before NOON of THURSDAY, the 11th prox., for the BUILDING of a STOREHOUSE, at Kowloon, Measuring 100 Feet by 40 Feet, according to Specification and Conditions, which can be seen on application to the Naval Storekeeper.

The right to reject the lowest or any Tender is reserved.

E. B. JOREY,
Naval Storekeeper.

H. M.'s Naval Yard,
Hongkong, 28th April, 1882. [287]

FOR SALE.

"EX." STEAMSHIP "MINARD CASTLE,"

SHORTLY EXPECTED.

A CONSIGNMENT OF

HOCKING'S

PATENT FRESH WATER

CONDENSERS.

The Best and Cheapest ever made.

Capable of Condensing from one to two thousand Gallons per day.

PATENT TUBE READERS.

PATENT LUBRICATORS.

BELDAM'S CELEBRATED

PATENT METALLIC PACKING.

The most economical Patent Packing known.

For full Particulars, apply to

R. FRASER-SMITH,
Commission Merchant,
6, Peddar's Hill.

Hongkong, 28th April, 1882. [217]

FOR SALE.

MESSRS. W. & T. LOCKETT'S Celebrated

Brands Threlkell's EXPORT PALE ALE

and Findlater's "DUBLIN STOUT," in Pints

and Quarts.

Fine OLD PORT, in Cases of One Dozen.

Also,

Sillery Mousseux VIN DE CHAMPAGNE,

in Cases of 2 doz. Pints and 1 doz. Quarts.

GEO. R. STEVENS & Co.
Hongkong, 14th March, 1882. [166]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS..... \$22 per Case.

PINTS..... \$23 per Case.

Apply to

MELCHERS & Co.
Hongkong, 2nd March, 1882. [132]

A FONG, PHOTOGRAPHER.

HAS A LARGER COLLECTION OF VIEWS

than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5

Curtains of Visile, Cabinet, and all other styles

of Portraits at equally moderate prices executed

under the supervision and management of

D. K. GRIFFITH,

studio 8, Queen's-road.

E. CASSUMBOY.

FURNITURE WAREHOUSE,

Nos. 9, 11, 12, 13, and 14,

BEACONSFIELD ARCADE,

Opposite the City Hall.

HOUSES OR ROOMS FURNISHED THROUGHOUT

ON THE SHORTEST NOTICE.

FURNITURE, PIANOS, &c.,

FOR SALE OR HIRE.

A GOOD SELECTION OF BOOKS.

Some Choice Original Oil Paintings and Water-

Colours, Chromos, Engravings, &c.

A FEW PIECES OF OLD PORCELAIN AND OTHER

WARE.

CHINESE AND JAPANESE CURIOS.

Hongkong, 14th March, 1882. [163]

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED, EX

FRENCH MAIL STEAMER

A SPLENDID ASSORTMENT OF

FANCY GOODS.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

FANCY PLAYING CARDS.

CRACKERS, BONBONS (Assorted).

CHOCOLATE CREAM.

CHOCOLATE MENIER.

H. FOURNIER & Co.,

Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

FIGS, MALAGA RAISINS.

TABLE PLUMS.

FRUITS IN JUICE (Assorted).

CONFITURES DE ST. JAMES

(in Bottles and Tins).

SIRUPS (Assorted).

HUNTLI and PALMER'S BISCUITS.

ALMONDS and NUTS.

VANILLA, PATE DE FOIE GRAS.

H. FOURNIER & Co.,

Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

NOIX DE VEAU TRUFFEE (in Tins).

COTELETTE DE VEAU (in Tins).

VEAU ROTI, RIS DE VEAU (in Tins).

FRICANDEAU (Assorted). TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil. CAVIAR.

SARDINES in Lemon Juice.

SARDINES in Tomatoes.

SARDINES in Oil.

H. FOURNIER & Co.,

Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

FRENCH AND ENGLISH MUSTARD.

SAUSAGES (Assorted).

LYONS SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH IS-GNY BUTTER (in 1 and

2 lbs. Tins).

MACCARONI (Assorted) Paste for

Soups, Letters, stars, &c. TAPIOCA.

FINE-GROUND MOCHA COFFEE.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

AN ASSORTMENT OF CHEESE.

GRUYERE, ROQUEFORT,

DUTCH, CALIFORNIA, CREAM.

H. FOURNIER & Co.,

Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

FRENCH TOBACCO AND

CIGARETTES.

ASSORTED PERFUMERY

FROM PRAVAT AND FIVERT OF PARIS.

A large quantity of

FRENCH MINERAL WATERS

in Pints of 100 bottles per Case.

CORK STOPPERS,

for Soda and other Bottles.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

AN ASSORTMENT OF CLARETS

In Bottles and Wood.

CHATEAU LA ROSE.

CHATEAU LAFFITTE.

CHATEAU MARGAUX.

ST. EMILION, MEDOC.

H. FOURNIER & Co.,

Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

AN ASSORTMENT OF WINES.

SAUTERNE, PORTO, SHERRY.

MARSALA.

H. FOURNIER & Co.,

Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

A SHIPMENT OF BRANDY.

FRENCH COGNAC and ABSINTHE.

H. FOURNIER & Co.,

Corner of D'Aguilar and Wellington-streets.

H. FOURNIER AND COMPANY

HAVE JUST RECEIVED

AN ASSORTMENT OF LIQUEURS.

CHARTREUSE (Pints and Quarts).

BENEDICTINE (Pints and Quarts)

MARASCHINO, CURACAO.

ANISETTE (Marie Brigard).

ANGOSTURA BITTERS.

DOKE'S BITTERS.

KIRSCHWASSER, PEPPERMINT.

VERMOUTH (Nolly Prat).

THE HONGKONG TELEGRAPH.

Commercial.

THIS DAY, FOUR P.M.

With the exception of a small sale of the Ice Company's scrip at 131, no share business has been reported since we last wrote. Nor are there any changes of importance to chronicle. Banks are still very firm with buyers at 112 per cent. premium, and we believe that if holders were particularly desirous of coming to terms a goodly number of shares could be placed at 113. However so far as we are aware, that price had not been tendered when we went to press. Ducks are, if anything, weaker than was the case yesterday, offers to sell at 49 per cent. premium meeting with no response. There are still sellers of China Sugars at 150, Luzons at 110, and Hotels at 105; but in neither stock has any further business been transacted. Marine and Fire Insurances remain at appended nominal quotations.

SHARES.
Hongkong and Shanghai Bank—112 per cent. premium, buyers.
Union Insurance Society of Canton—\$1,600 per share.
China Traders' Insurance Company—\$1,600 per share.
North China Insurance—Tls. 1,225 per share, ex. div.
Canton Insurance Company, Limited—\$824 per share, sellers.
Yangtze Insurance Association—Tls. 880 per share.
Chinese Insurance Company—\$250 per share, nominal.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$925 per share, sellers.
China Fire Insurance Company—\$3924 per share, sales.
Hongkong and Whampoa Dock Company—49 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$24 per share premium, buyers.
Hongkong Gas Company—\$85 per share, sellers.
Hongkong Hotel Company—\$105 per share, sellers.
China Sugar Refining Company, Limited—\$159 per share, sellers.
China Sugar Refining Company (Debtors)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—\$110 per share, sellers.
Hongkong Ice Company—\$131 per share, sales.
Hongkong and China Bakery Company, Limited—\$60 per share.
Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.
Chinese Imperial Loan of 1881—3 per cent. prem. ex. int.

ON LONDON.
Bank Bills, on demand 3/61 at 3/6
Bank Bills, at 30 days sight 3/61 at 3/6
Bank Bills, at 4 months sight 3/61 at 3/6
Credits, at 4 months sight 3/61 at 3/6
Documentary Bills, at 4 months sight 3/61 at 3/6
ON PARIS.
Bank Bills, on demand 4.68
Credits, at 4 months sight 4.68
ON BOMBAY.—Bank, T.T. 222 1/2
ON CALCUTTA.—Bank, T.T. 222 1/2
ON SHANGHAI.—
Bank, sight 72 1/2
Private, 30 days sight 72 1/2

OPIMUM MARKET.—THIS DAY.

NEW MALWA. per picul, \$640
(Allowance, Tals. 42.)
OLD MALWA. per picul, \$700
(Allowance, Tals. 32.)
PATNA (without choice) per chest, \$571
PATNA (first choice) per chest, \$572
PATNA (second choice) per chest, \$572
PATNA (bottom) per chest, \$578
BEKARAS (without choice) per chest, \$545
BEKARAS (bottom) per chest, \$550
PERSIAN (bottom) per picul, \$485

HONGKONG TEMPERATURE.

(FROM MESSRS. FAIRBANKS & CO.'S REGISTER.)	THIS DAY.
Barometer—7 A.M.	29.92
Barometer—1 P.M.	29.93
Thermometer—7 A.M.	80
Thermometer—1 P.M.	83
Thermometer—4 P.M.	81
Thermometer—7 P.M.	81
Thermometer—Maximum.	81
Thermometer—Minimum (over night)	77

HONGKONG STEAMERS.
(Continued).

April 13, Egyptian steamer, British steamer, 1,299, J. Mitchell, sailed 8th April. Rice.—Russell & Co.

FELICIA, German steamer, 760, A.
er, Canton 24th April, General L'slem-
Co., 1892.

FLYING CASTLE, British steamer, 1,580

Thompson, Saigon 21st April, Rice.—Adamson, Bell & Co.
 April 22, FOKLEY, British steamer, 106, J. C. Abbott, Pochoo 25th April, Tamsui 21st, Amoy 23rd, and Swatow 24th. General—D. Lapraik & Co.
 April 22, GLENACLEN, British steamer, 1,850, H. J. Casson, Saigon 18th April, Rice.—Jardine, Matheson & Co.
 April 27, GLENPRUDIN, British steamer, 1,039, Hogg, Saigon 23rd April, Rice.—Jardine,

April 14, HONGKONG, British steamer, 67, Swallow, 14th April, Ballast.—Kwok Acheung & Sons.
April 27, Hwai-Yuen, Chinese steamer, 684, Wilson, Canton 26th April, General.—G. M. & C. N. Co., 3, Market Street.
April 19, JOLAND, Spanish steamer, 654, Marquez.—R. Mouricou.
April 26, KASHGAR, British steamer, 1915, R. G. Murray, Shanghai 23rd April, General.—P. & O. S. M. Co.

April 23, KILLARNEY, British steamer, 1900, H.
O'Neill; Saigon, 19th April, Rice - Gibb
Livingston & Co., agent at Haiphong
April 26, KOMANTOU MARE, Japanese steamer,
1,240, Drummond, Saigon 22nd April, Rice -
Mitsui Bussan M. S. S. Co.
April 24, LANGSHAW, British steamer, 1886,
Hunter, Saigon, 20th April, Rice - Siemens
& Co.
July 7, La Tu, Annamite steamer, 1900, La Ton
Tack, Captain, (1882)

April 13, NAROA, British steamer, 862, Westoby,
D. Lupton & Co., 1114-1115, 41111111
April 13, MATSUYAMA, Japanese steamer, 1,086,
J. Wynn, Kobe 16th April, and Nagasaki
18th General, Mitsui Bussan Kaisha
April 20, NONA, German steamer, 669, Woelfel,
Singapore 21nd April, Rice - Ed. Schellhaus
& Co., 1114-1115, 41111111
April 18, OCEANIC, British steamer, 1,000, 41111111

San Francisco 20th March, and Yokohama
11th April, Mails and General.—O. & O.
pril 27, OXLEY, Austro-Hungarian, 19, 184,
O. Mailer, 10th April, 184, and Singapore
20th April General.—Mélchor &
pril 27, SALTRE, French steamer, 33, 184,
Malphong 23rd April, General.—Aong and
sang Lomg.
ov. 24, SEA GULL, American steamer, 48, Hay-
den.—China Traders' Insurance Co.

April 27, **SOLWAY**, British steamer, 510, Robert Jarvis, Canton 20th April, Beans—Chinese.
 April 27, **VERONA**, British steamer, 1,084, E. Ashdown, Bombay 7th April, Galley oil, Penang 10th, and Singapore 22nd, Mails and General.—P. & O. S. N. Co.
 April 28, **VORARZ**, Danish steamer, 670, Heintzelmann, Saigon 24th April, Rice, Wood, and Merchandise.—Geo. R. Stevens & Co.

April 27, CANIGRIZ, British steamer, 784, Ed-
Lee, Canton 26th April General—Siemens
& Co. 113 242

April 14, YORRUNG, British steamer, 186, H.
Kenneth, Swatow 12th April Ballast—Kwok
Kienchou & sons.

SAILING VESSELS.

March 30, AOATE, American bark, 636, Brown
Kearse, 13th February, Kanton—Rosario
& Co.

1771 23. ANNIE, German schooner, 447, O. H. Moller, Bangkok, 21st March, Rangoon, Mich-
 24. BENEDICT, German schooner, 447, Jen-
 25. Newchwang, 11th April, General,
 26. Wiles & Co., 11th April, General,
 27. 28th April, General,
 29. 30th April, General,
 31. 1st May, General,
 32. 2nd May, General,
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 34. 4th May, General,
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 119. 28th July, General,
 120. 29th July, General,
 121. 30th July, General,
 122. 31st July, General,
 123. 1st August, General,
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Russell & Co.
Taylor, CENTURION British bark 950, Thos.
Taylor, Sydney 26th February Ballast
Adams, Ben & Co.
March 23 CILAR EASTWARD American bark
630 H. A. Powers, Manila 7th March
Ballast—Russell & Co.
Taylor, FRANKLIN OAL American ship 864,
L. Gilkey, Bilboa 26th February Ballast
Ali Yon & Co., Constantinople

April 31. FANO, Danish brig 22, W. N. Mod-
 rektion, Tallies 4th April. General—Slem-
 sen & Co.

April 18. GILKURV, British ship, Consency 28.
 W. Thomson, Bangkok 1st March. Rice
 Captain.

April 26. GUSTAF & MARTIN, Communist bank 355.
 Baba, Bangkok 22nd April. Timber

March 23, JONATHAN BOURKE, American born,
1772 A. Doane, Yokohama 11th March.
Ballast - Russell & Co.

Feb 21, J. A. BOKLAU, American born, 616,
No. 15, Kent Newland, 10th December, 1861.
Atmala, Kaitang & Co. American Dock.

April 15, KATE DAVENPORT, American, ship,
1216, F. B. Mallet, Melbourne 11th Feb.
Ballast - Russell & Co.

Nov. 2, MARY H. BATHURST, Secy. McPherson,
1772 A. Doane, Yokohama 11th March.

April 30th March Ballast—Rustic & Co.
 April 5. ROCK TERRACE. British ship. 1708. J.
 H. Hutchinson, Newport, Mon. 3th Dec.
 Coal—Master.
 April 2. R. J. CLAYTON. American bark. 210.
 Thomas Davies, Baltimore 2nd Dec. and
 Santa Cruz 24th January. Lumber—Order.
 April 3. SPANISH. American schooner. 85.
 C. Vincent, La Grana. 10th April. Ballast—
 W. H. Ray. 23rd July. 1871.

Macassar 10th January. Rattans—Melcher & Co.

CANTON

April 24, CHU-YUEN, Chinese steamer, 1,150, F. Wallace, Chinkiang 10th April. General—C. M. S. No. 1.

April 27, HONGKONG, British str., 958, Fryer, Chinkiang 3rd April. Rice—Siemssen & Co.

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1885.